GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

STARRED QUESTION NO:264
ANSWERED ON:11.08.2005
TRACK RENEWAL
Dhanaraju Dr. K.;Singh Shri Chandra Bhushan

Will the Minister of RAILWAYS be pleased to state:

(a) the total length of Railway track as on date;

(b) the life of the Railway track and the time after whichthe Railway track has to be renewed alongwith the expenditure incurred annually on track-renewal;

(c) the present system of renewal of track in Indian Railways;

(d) whether it is a fact that the Railway track can be used by grinding and polishing it instead of longer renewing the same thereby saving Government funds to a great extent;

(e) if so, the reasons for not doing grinding and polishing of the same by the Government; and

(f) the steps taken by Government for proper renewal/replacement of track?

Answer

MINISTER OF RAILWAYS (SHRI LALU PRASAD)

(a)to(f): A statement is laid on the Table of the Sabha.

STATEMENT REFFERED TO IN REPLY TO PARTS (a) TO (f) QUESTION NO.264 BY SHRI CHANDRA BHUSHAN SINGH AND DR. K. DHANARAJU TO BE ANSWERED IN LOK SABHA ON 11.08.2005 REGARDING TRACK RENEWAL.

(a) The total length of Railway lines, as on 31.3.2004 (latest available), is as under.

Description	Length in Kms.
Route kms	63,221
Running Track kms	83,859
Total track kms (including yard lines and sidings)	1,08,486

(b) Track renewals are carried out either as a whole track or as components of sleeper renewal or rail renewal etc. as and when they become due for renewal on age-cum-condition basis. Condition of various track components gets deteriorated depending on its utilization(fatigue life), climatic conditions, wear and tear and specification of material and its quality etc. The track components when become unsuitable to fulfill its desired functions, it is planned for renewal Track renewals carried out in last three years and expenditure incurred thereon is as under:

Year	Progress(Track km)	Gross Expenditure(Rs in crore)

2002-03	4776	3297.71
2003-04	4986	3484.39
2004-05	5566	4127.14 (Provisional)

(c) Every year Zonal Railways proposes Track Renewal works, based on age-cum-condition criteria specified in Indian Railway Permanent Way Manual. This could be either of rail renewal (TRR), sleeper renewal (TSR) or Complete Track Renewal (CTR) depending upon the necessity. These identified Track Renewal Works are sanctioned by Parliament as part of Railway Budget. Execution of these works however depends on availability of Funds.

(d) Rail grinding can lead to postponement of rail renewals, where renewal is planned due to excessive rail wear especially in sharp curves in ghat sections and failure of rails due to Rolling Contact Fatigue (RCF) developing due to surface cracks on rail head. RCF defects develops predominantly on routes carrying heavy axle wagons and having higher Ultimate Tensile Strength(UTS) rails. Polishing of rails as a track maintenance activity is not yet known to Indian Railways.

(e) This technology is recent and on Indian Railways (IR) one grinding machine was purchased in 1990 from Messrs Lorem, USA at an approximate cost of US $ 1.4 million, for gaining experience. The machine was used for re-profiling the wornout rails. The machine was having very low output and maintenance problem and therefore resultant benefit could not be concluded. The cost benefit study of adopting rail grinding especially for RCF is yet to be established on IR.

(f) A SpecialRailway Safety Fund was created in the year 200102 to wipe-out the arrears in replacement of safety related items including track. Track Renewals due as on 01-04-01 to the extent of 16538 kms have been sanctioned under this fund. These track renewal works are planned to be completed by 31.03.07. Track becoming due for renewal after 01-04-01 are being renewed under Depreciation Reserve Fund (DRF).